

Report made on Sept. 2nd. 40. When handed in at Local Office Sept. 3rd. 1940. Port of Hong Kong  
 Survey held at Hong Kong Date, First Survey Aug. 10th. Last Survey Aug. 30th. 1940.  
 on the ~~Wood~~ Steel "PAZ" (No. of Visits 10)

BUILT AT Sunderland By whom Sunderland S.B. Co. Ltd. When 1914 2  
 No. 4260 Owners Madrigal & Co. Owners' Address -  
 No. 3926 Managers - Port belonging to Manila  
 No. 2632

Surveyed Afloat or in Dry Dock? Afloat Name of Dock Taikoo Destined Voyage -  
 & Dry  
 WB=CellDBorDBa feet; uE&B feet; f feet  
 total capacity tons. FPT tons; APT tons; MT feet tons.  
 N.B.—All alterations in the existing records should be underlined.

Last Report, No. 8282 Port H.Kg.

CHARACTER	Years Assigned	Machinery and Boiler Surveys
ABOAL	2,39	L.M.C.
ssSyd.No.3-9,36		M.S. 9,36
		B.S. 2,39
		T.S.CL 2,39

Periodical surveys when held, must be reported in detail and seriatim in the terms of the Rules and items remaining to complete the surveys should be summarised. State clearly the cause of repairs, if any, and, in detail, the nature and extent of examinations and subsequent repairs. Repairs on account of damage (the cause of which must be stated) should be separated from repairs due to other causes; and besides being detailed in the body of the report, should be summarised in the form shown below. Whenever the replacement of Anchors or Chains is reported the particulars should be clearly stated in the space provided on the back of this form. State also the dates and initials of any letters respecting this case.

In damage cases where the Surveyor has not made a special damage report he is required to state whether he offered his services for this purpose and to whom and why they were declined. **Damage report made**  
 Was a damage report made by anyone else? If so, by whom? **No**

Cargo battens not fitted  
 Society's Freeboard (if assigned) as painted on Ship and now verified 5 ft. 2 1/2 in.

REPAIRS, OR EXAMINATION AS PER RULE, FOR **Special Survey 2nd.No.3, Renewal of Freeboard and Damage stated to have been caused by the vessel striking the quay wall when being drydocked at Taikoo Dockyard on 24th. August 1940. (See Damage Report attached)**

Vessel placed in dry dock, bottom, rudder, keel, stem and stern frame cleaned, examined and placed in good condition and recoated.  
 Holds, peaks, tween decks, bunker & machinery spaces cleared, all ceiling removed from tank top in holds & bunkers, limber boards and sparring removed throughout and steel work exposed including plating in way of side lights and in way of ash shoot opening.  
 All oxidation removed throughout the vessel and steel work examined and placed in good condition.  
 Shell plating drilled and gauged as required by the rule, for particulars see end of report.  
 All double bottom and peak tanks examined internally and tested under water pressure to rule.

SUMMARY OF DAMAGE REPAIRS:—	Shell Plates.	Frames.	R. Frames.	Floors and Bracket Floors	Beams.	Inner Bottom Plates.	Dk. Plates.	Other Items:—
Renewed	1 part	2 part						As per report
Removed and Fair'd or Repaired	1	5						
Fair'd or Repaired in place	2 & 1/2	-						

PRESENT CONDITION OF THE		State if Tanks have been examined inside		Air and Sounding Pipes.		Copper, or Y.M. of Wood Vessels	
Decks	Good	Yes	Yes	Good	Good	(State if on Feet.)	When put on, Month Year
Caulking of Decks	"	Yes	Yes	"	"	Boats	Good
Coamings	"	Good	Good	"	"	Masts, Yards, &c.	"
Beams & Fastenings	"	"	"	"	"	Condition now ascertained	Deck & aloft
Outside Plating	"	Cement	"	"	"	(State if wedges removed)	Yes
" " in way of sidelights	"	"	"	"	"	Sails	"
Breasthooks	"	"	"	"	"	Equipment letter	X
Transoms	"	"	"	"	"	Anchors, No. of	3B 1S 1K
Frames	"	"	"	"	"	Chain Locker	Yes
Reverse Frames	"	"	"	"	"	Cables (State if now ranged)	Yes
Longitudinals	"	"	"	"	"	" length	270 mean diam. 2"
Transverses	"	"	"	"	"	" (on board)	270 size 2 2/16
Floors	Good	"	"	"	"	Stringers & Warps	Good
Keelsons	"	"	"	"	"	Standing and Running Riggings	"
Stringers	"	"	"	"	"		
Inner Bottom Plating	"	"	"	"	"		

General Observations, Opinion as to Class, Recommendation, &c.:—  
 State clearly whether any and, if so, what alteration is suggested to be made in the existing classification and notification of the vessel in the Register Book consequent upon this survey, thus, for example:—"to remain as now classed in the Register Book without fresh record of Survey," "to remain as classed and to have record of survey, 1,24," or "to remain as classed and to have record of survey, 1,24, and the notations of ss No. 1-24."  
**All the requirements for Special Survey No.3 having been complied with, this vessel is in good and efficient condition and eligible, in my opinion, to remain as classed and to have record of survey 8-40, and the notation of S.S.No.3-8-40.**

Survey Fee (per Section 29)	\$887.00.	Fees applied for,	30/8
Renewal of Freeboard	\$ 96.00.	Received	
Special Damage or Repair Fee (if any)	\$ 95.00.		
Repairs—Wear & Tear	\$150.00.		
Travelling Expenses (if chargeable)	\$ 40.00.		
Report for Manila Custom	\$ 35.00.		
Second Surveyor's Fee (if any)	\$150.00.		
18th. Aug. Sunday fee	\$ 60.00.		

Committee's Minute  
 Character Assigned  
 Made H.Kg.  
 1000  
 Cargo batt. not fitted + dmb 8-40

J. J. Morrison for Self  
 Surveyor to Lloyd's Register of Shipping.



Is Certificate required? If so, to be sent to

21, 2700-01500-617500

HULL OF S.S. "PAZ"

brackets & lugs renewed & 4 stiffener brackets renewed on bulkhead between Nos. 3 & 4 holds.

stool Main mast/on tunnel top renewed.

Four floors on Starboard side & one on Port side of No. 2 double bottom tank cropped & part renewed at aft end & 20 rivets renewed on intercostals at forward end.

Six floor top angles renewed at forward end of No. 4 tank, also tank end locally doubled and manhole door renewed.

BUNKERS. Three deck beams, 4 casing plates & 5 stiffeners part renewed, 1 stay & 1 bracket renewed all in Port bunker.

One casing plate & 8 stiffeners cropped & part renewed & 2 brackets & hatch rest angles renewed on Starboard side.

GENERAL. Forecastle & poop bulkheads cropped & part renewed as necessary.

Five frame brackets renewed in poop.

Steam pipe casings renewed as necessary.

Ventilators repaired and renewed as necessary.

Air and sounding pipes renewed as necessary.

Steering gear repaired & chains tested.

Windlass repaired, eccentric rods & driving pinion renewed.

Sundry minor repairs effected.

REPAIRS DAMAGE.

Shell plate G-14 Starboard side removed, faired & replaced. Five frames & 6 margin brackets in way removed, faired & replaced.

Shell plates E-13 & 14 faired in place.

L-6 (bridge side) part faired in place & cropped & part renewed. One beam knee renewed.

One bridge aft bulkhead plate cropped & part renewed.

Two angle frames cropped & part renewed.

SHELL DRILLING

ALL SIZES IN 20THS

Forward drillings in way of fore peak bulkhead.

Aft " " " " aft peak bulkhead.

Midship " " " " bunkers.

Table with columns: STRAKE, FORWARD (PORT, STARRD.), AMIDSHIPS (PORT, STARRD.), AFT (PORT, STARRD.). Rows include Keel, A, B, C, D, E, F, G, H, J, and K (sheer) strake.

Requirements, floors scaled where necessary & all broken & loose cement renewed. Decks examined and drilled and gauged as necessary. Anchors, chain cables ranged and chain locker examined and cables replaced. Masts (wedging removed) spars, rigging, hatches in position at the hatchway, steering gear and its connections, rods, chains etc. rudder quadrant, & tiller, windlass, pumps, water tight doors, air and sounding pipes, general equipment, examined and found or placed in good condition. Doubling plates found or fitted under all sounding pipes. Ventilators and their coamings examined and placed in good condition.

The arrangements on board the vessel have been compared with the requirements of the Convention and found in agreement therewith or equivalent thereto and have been found in efficient condition.

The freeboard markings have been verified and found to agree with the certificate on board, which has been endorsed pending the issue of new certificate. American verification form and survey form sent to New York.

REPAIRS:-Wear & Tear.

SHELL. G-20 & 21 & H-2 & 3 renewed Starboard side. D-E forward stealer plate, G-3, 20 & 21 renewed Port side. Straps fitted over butts of keel 2/3, A-3/4 Starboard side & B-4/5 Port side also 2 seam straps fitted on B. C. & D strakes Starboard side forward. About 480 defective shell rivets renewed. Two lengths Port bilge keel removed, faired and replaced. One shoe plate & angle shoe renewed on rudder fairwater plate.

BULWARKS. Two plates renewed, 4 part renewed, 1 length bulwark rail renewed, 15 bulwark stays and angles removed, faired & replaced & one stay renewed on aft well. Six plates renewed, 3 lengths bulwark rail renewed, 26 bulwark stays & angles removed, faired & replaced, 2 brackets renewed in forward well.

When Anchors or Cables are supplied, the particulars are to be reported in the following form :-

ANCHORS.

Table for ANCHORS with columns: Number of Certificate, Anchors, Weight, Test, Weight Required, Description of Anchor, Makers, Where and when tested and Superintendent.

\* When a bower anchor is supplied it must be clearly stated whether it is a 1st, 2nd, or 3rd bower.

CHAIN CABLES.

Table for CHAIN CABLES with columns: Number of Certificate, Length and size supplied, Test per Certificate, Weight of Chain Cable, Length and size per Rule, Description, Makers of Cables, When and where tested and Superintendent.

DECKS ETC. Five upper deck plates renewed, 3 cropped & part renewed & 7 stringer plates cropped & part renewed, all in bridge space, 1 plate on bridge deck renewed. One horizontal stiffener renewed on Nos. 1, 2, 3 & 4 hatch coamings. Bottom angles renewed on 12 hatch beams. Waterway angle and all wood deck renewed on poop. Three plates & 1 length angle bar renewed on fiddle top.

HOLDS/TANKS ETC.

Four main frames removed, faired & replaced in No. 4 hold. Two stringer plates cropped & part renewed, 1 bracket renewed & 25 frames renewed inside aft peak tank. Three plates renewed on aft peak tank top. 14 Strakes & 2 bulkhead brackets renewed in No. 4 hold. Aft peak tank top also 9 frames brackets renewed inside fore peak tank. 2 corner plates cropped & part renewed, 2 corner plates renewed.

(Continued on sheet No. 2)

THE SURVEYORS ARE REQUESTED NOT TO WRITE ACROSS THIS MARGIN.

Vertical text on the left edge of the page.

Handwritten vertical text on the right edge of the page.



